

## Commercial Motor Vehicles in Collisions

Table 39 shows Commercial Motor Vehicle (CMV) collisions for 1999 through 2003. For the purposes of collision reporting, CMV's are buses, truck tractors, tractor-trailer combinations, trucks with more than two axles, trucks with more than two tires per axle, or trucks exceeding 8,000 pounds gross vehicle weight. This category also includes pickups with dual rear wheels.

<b>Table 39</b> <b>Commercial Motor Vehicle Collision Rates : 1999-2003</b>							
	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>Change 2002-2003</b>	<b>Avg. Change 1999-2002</b>
Fatal Collisions	29	27	35	32	40	25.0%	4.7%
Injury Collisions	571	509	542	526	492	-6.5%	-2.4%
Total Collisions	1,868	1,878	1,893	1,766	1,704	-3.5%	-1.8%
Commercial VMT (100 millions)	24.1	23.7	25.2	25.4	25.4	0.0%	1.8%
Fatal Collision Rate	1.2	1.1	1.4	1.3	1.6	25.0%	2.4%
Injury Collision Rate	23.7	21.5	21.5	20.7	19.3	-6.5%	-4.3%
Total Collision Rate	77.5	79.2	75.2	69.4	67.0	-3.5%	-3.5%

Table 40 presents the location of CMV collisions by severity and roadway type. While 57% of all CMV collisions occurred on rural roadways, 85% of fatal CMV collisions took place on rural roadways.

The largest percentage of all CMV collisions (40%) occurred on local roads, while the largest percentage of fatal CMV collisions (53%) took place on US and State highways.

<b>Table 40</b> <b>Location of Commercial Motor Vehicle Collisions by Roadway Type: 2003</b>								
	<b>Fatal</b>		<b>Injury</b>		<b>Property Damage</b>		<b>All Collisions</b>	
Interstate								
Rural	9	22.5%	63	12.8%	135	11.5%	207	12.1%
Urban	3	7.5%	44	8.9%	88	7.5%	135	7.9%
U.S. or State Highway								
Rural	19	47.5%	157	31.9%	255	21.8%	431	25.3%
Urban	2	5.0%	69	14.0%	171	14.6%	242	14.2%
Local								
Rural	6	15.0%	90	18.3%	236	20.1%	332	19.5%
Urban	1	2.5%	69	14.0%	287	24.5%	357	21.0%
<b>Total</b>	<b>40</b>	<b>2.3%</b>	<b>492</b>	<b>28.9%</b>	<b>1172</b>	<b>68.8%</b>	<b>1704</b>	

Table 41 shows the number of collisions by severity that each type of commercial motor vehicle was involved in for 1999 to 2003.

<b>Table 41</b> <b>Collisions Involving Commercial Motor Vehicles by Vehicle Type : 1999-2003</b>							
	1999	2000	2001	2002	2003	Change 2002-2003	Avg. Change 1999-2002
<b>Bus</b>							
Fatal Collisions	2	0	4	2	1	-50.0%	50.0%
Injury Collisions	41	34	42	42	30	-28.6%	2.2%
Property Damage Collisions	110	93	118	116	90	-22.4%	3.2%
<b>Single Unit Truck</b>							
Fatal Collisions	8	6	11	8	13	62.5%	10.4%
Injury Collisions	210	190	211	175	156	-10.9%	-5.2%
Property Damage Collisions	427	437	417	360	336	-6.7%	-5.3%
<b>Single Unit Truck with Trailer</b>							
Fatal Collisions	3	3	1	0	2	200.0%	-55.6%
Injury Collisions	47	36	20	25	29	16.0%	-14.3%
Property Damage Collisions	116	106	83	72	76	5.6%	-14.5%
<b>Truck Tractor Only (Bobtail)</b>							
Fatal Collisions	0	0	1	1	1	0.0%	33.3%
Injury Collisions	6	7	5	6	13	116.7%	2.7%
Property Damage Collisions	17	16	15	21	30	42.9%	9.3%
<b>Single-Trailer Configurations</b>							
Fatal Collisions	14	14	15	19	20	5.3%	11.3%
Injury Collisions	242	204	248	253	235	-7.1%	2.6%
Property Damage Collisions	513	591	601	559	561	0.4%	3.3%
<b>Double-Trailer Configurations</b>							
Fatal Collisions	2	5	4	3	2	-33.3%	35.0%
Injury Collisions	43	47	32	40	37	-7.5%	0.8%
Property Damage Collisions	112	111	104	108	93	-13.9%	-1.1%
<b>Triple-Trailer Configurations</b>							
Fatal Collisions	0	0	0	0	1	100.0%	0.0%
Injury Collisions	2	4	1	1	0	-100.0%	8.3%
Property Damage Collisions	10	12	14	11	13	18.2%	5.1%

**\*\* Crashes between vehicle types are not mutually exclusive. In other words, a crash involving a bus and a single unit truck would be represented in both categories**

Table 42 shows different vehicle types as a percent of all vehicles in collisions excluding pedestrians, bicyclists, and non-motor vehicles.

<b>Vehicle Type</b>	<b>1999</b>	<b>2000</b>	<b>2001</b>	<b>2002</b>	<b>2003</b>	<b>Change 2002-2003</b>	<b>Avg. Change 1999-2002</b>
Passenger Cars	22,320	23,149	22,421	23,102	23,363	1.1%	1.2%
%	50.9%	50.6%	49.3%	49.9%	50.4%	0.9%	-0.7%
Pickups, Vans, and Sport Utility Vehicles (SUV's)	18,807	19,790	20,140	20,334	20,346	0.1%	2.7%
%	42.9%	43.2%	44.3%	43.9%	43.9%	-0.1%	0.8%
Medium Trucks*	819	793	770	652	623	-4.4%	-7.1%
%	1.9%	1.7%	1.7%	1.4%	1.3%	-4.6%	-8.8%
Large Trucks**	991	1,032	1,067	1,057	1,034	-2.2%	2.2%
%	2.3%	2.3%	2.3%	2.3%	2.2%	-2.4%	0.4%
Buses	155	127	166	163	122	-25.2%	3.6%
%	0.4%	0.3%	0.4%	0.4%	0.3%	-25.3%	2.1%
Motorcycles	257	373	392	415	452	8.9%	18.7%
%	0.6%	0.8%	0.9%	0.9%	1.0%	8.7%	16.2%
All Other***	472	508	545	577	443	-23.2%	6.9%
%	1.1%	1.1%	1.2%	1.2%	1.0%	-23.4%	5.0%
TOTALS	43,821	45,772	45,501	46,300	46,383	0.2%	1.9%

\*Medium trucks are single unit trucks with more than 2 tires per axle or more than 2 axles.

\*\*Large trucks include bobtail tractors and tractor-semitrailer combinations.

\*\*\*Includes Farm Equipment, Recreational Vehicles, Construction , ATVs, Trains, Snowmobiles, Other and Unknown or Missing data.

Table 43 presents injury severity comparisons by vehicle type for all persons in CMV collisions. In 2003 there were 4,510 persons involved in CMV collisions. Occupants of passenger vehicles combined to comprise 41% of the persons involved in CMV collisions. Of the 37 fatalities that occurred in CMV collisions, 86% were occupants of passenger cars, pickups, vans, or other vehicles while 16% were occupants of CMV's.

<b>Table 43</b> <b>Comparison of Injury Severity for Persons in Commercial Motor Vehicle Collisions: 2003</b>					
<b>Injury Severity</b>	<b>Commercial Motor Vehicle</b>	<b>Car</b>	<b>Pickup, Van and SUVs*</b>	<b>All Other**</b>	<b>Totals</b>
Fatalities	6	22	11	4	43
% of Fatalities	14.0%	51.2%	25.6%	9.3%	1.0%
Serious Injuries	30	50	50	4	134
% of Serious Injuries	22.4%	37.3%	37.3%	3.0%	3.0%
Visible Injuries	111	108	78	4	301
% of Visible Injuries	36.9%	35.9%	25.9%	1.3%	6.7%
Possible Injuries	116	128	103	2	349
% of Possible Injuries	33.2%	36.7%	29.5%	0.6%	7.7%
Non-Injury	2,337	722	564	14	3,637
% of Non- Injury	64.3%	19.9%	15.5%	0.4%	80.6%
Unknown	37	6	3	0	46
% of Unknown	80.4%	13.0%	6.5%	0.0%	1.0%
Column Totals	2,637	1,036	809	28	4,510
(% OF TOTAL)	58.5%	23.0%	17.9%	0.6%	
<i>*SUV is an acronym for Sport Utility Vehicles.</i> <i>**Includes pedestrians, bicyclists, motorcyclists, farm vehicles, construction equipment, RVs, and trains.</i>					

In 2003, the economic cost of collisions involving commercial motor vehicles was \$187.5 million dollars. This represents 11% of the total cost of Idaho collisions (as shown in Table 4).